

STATEMENT.

ANNAPOLIS, 19th Feb. 1844.

TO JAMES M. COALE, ESQ.,

President Ches. & Ohio Canal Company.

SIR: In obedience to your order, calling on me to state "what examinations and surveys have heretofore been made by the Chesapeake and Ohio Canal Company, with reference to a dam and slack-water navigation from Dam No. 6 to Cumberland, and thence to the mouth of Savage; and the probable practicability and expense of constructing the same." I have the honor to

REPORT.

That in the year 1837, I was required, by the Board of President and Directors of the Chesapeake and Ohio Canal Company, to prepare an estimate for a slack-water navigation between Dam No. 6 and Cumberland. At that time, only \$60,000 had been expended in the construction of the independent canal between those points. My report and estimate were presented to the Board on the 19th of April, of that year. Shortly afterwards, the stockholders of the company decided, almost unanimously, that it was inexpedient to substitute a slack-water improvement for the independent canal, (as had been suggested by some,) between the points above named.

That estimate contemplated a slack-water improvement constructed in the most *permanent* manner, with a continuous tow path, considerably elevated above the river surface, and out of the reach of ordinary high water. The report, accompanying the estimate, presents my views in regard to the relative value of slack-water and independent canal navigation. The report and estimate were printed, and to them, I beg leave to refer you, for particular details, and will confine myself to a brief summary of the more important points then presented.

The following are extracts from the report referred to:

"The distance by the line of the independent canal, as now located, from Dam No. 6 to Cumberland, is $50\frac{1}{2}$ miles; by the slack-water improvement, it will be 58 miles—a difference in favor of the canal of $7\frac{1}{2}$ miles."

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